4.0 HISTORIC CONTEXT

The Barrio Logan Community Plan Area embodies several important historic contexts, some of which are citywide and others that are unique to the plan area. A historic context may be based on chronology, geographic area, or social or cultural change. For the Barrio Logan plan area, the contexts will focus on chronology and corresponding significant historic themes. The chronology of the plan area and the identified historic themes within the American Period are shown below in order. Some of the historic themes overlap in time and some have sub-themes that are described in the text below.

Barrio Logan Community Plan Area
Chronology and Historic Themes

- Prehistory (Pre-1769)
- Spanish Period (1769-1821)
- Mexican Period (1822-1846)
- American Period (1846-Present)
  - Residential and Commercial Development in the Era of Railroads and Streetcars (1870s-1920s)
  - Early Industrial Bayfront Development (1880s-1930s)
  - Residential and Commercial Development in the Era of Minority Migration/Immigration and Euro-American Exodus (1920s-1950s)
  - Later Industrial and Naval Bayfront Development (1940s-1950s)
  - Chicano Community Response to Rezoning and Infrastructure Projects/ Chicano Political Activism (1960s-present)

4.1 PREHISTORY (PRE-1769)

The proximity of Barrio Logan to San Diego Bay suggests that this area was likely included in the subsistence patterns of the prehistoric inhabitants of the region with some regularity as early as the Paleo-Indian Period (8,500-6,000 BC). Patricia M. Masters' (1988) study of the San Diego Bay states that San Diego Bay took shape as late as 5,000 B.C. Her data concluded that prior to the formation of the bay, the Point Loma drainage, Chollas Creek, Sweetwater River, and Otay River all reached the open coast. These waterways and the secondary resources (flora and fauna) surrounding them would have provided a range of valuable resources throughout the prehistoric ocupation of coastal San Diego, including the project area.

In general, the prehistoric record of San Diego County has been documented in many reports and studies, several of which represent the earliest scientific works concerning the recognition and interpretation of the archaeological manifestations present in this region. Geographer Malcolm Rogers initiated the recordation of sites in the area during the 1920s and 1930s, using his field notes to construct the first cultural sequences based upon artifact assemblages and stratigraphy (Rogers 1966). Subsequent scholars expanded the information gathered by Rogers and offered more academic interpretations of the prehistoric record. Moriarty (1966, 1967, 1969), Warren (1964, 1966), and True (1958, 1966) all produced seminal works that critically defined the various prehistoric cultural phenomena present in this region (Moratto 1984). Additional studies have sought to further refine these earlier works (Cárdenas

1986; Moratto 1984; Moriarty 1966, 1967; True 1970, 1980, 1986; True and Beemer 1982; True and Pankey 1985; Waugh 1986). In sharp contrast, the current trend in San Diego prehistory has also resulted in a revisionist group that rejects the established cultural historical sequence for San Diego. This revisionist group (Warren et al. 1998) has replaced the concepts of La Jolla, San Dieguito, and all of their other manifestations with an extensive, all encompassing, chronologically undifferentiated, cultural unit that ranges from the initial occupation of southern California to around 1,000 A.D (Bull 1983, 1987; Ezell 1983, 1987; Gallegos 1987, Kyle 1990, Stropes 2007). For the present study, the prehistory of the region is divided into four major periods including Early Man, Paleo-Indian, Archaic, and Late Prehistoric. At the conclusion of the Late Prehistoric period, a brief period of time correlating to the transition to the historic period is referred to as the Ethnohistoric Period. These major periods of prehistory are described below:

The Early Man Period (Prior to 8500 BC)

At the present time there has been no concrete archaeological evidence to support the occupation of San Diego County prior to 10,500 years ago. Some researchers such as Carter (1957, 1980) and Minshall (1976) have been proponents of early man occupation of the region as early 100,000 years ago. However their evidence for such claims is sparse at best and has lost much support over the years as more precise dating techniques have become available for skeletal remains thought to represent early man in San Diego. In addition, many of the "artifacts" initially identified as products of early man in the region have since been rejected as natural products of geologic activity. Some of the local proposed early man sites include the Texas Street, Buchanan Canyon and Brown sites, as well as Mission Valley (San Diego River Valley), Del Mar and La Jolla (Bada et al. 1974; Carter 1957, 1980; Minshall 1976, 1989; Moriarty and Minshall 1972; Reeves 1985; Reeves et al. 1986).

Paleo-Indian Period (8500-6000 BC)

For the region, it is generally accepted that the material remains of the Paleo-Indian Period San Dieguito Complex represents the earliest identifiable culture in the archaeological record. The San Dieguito Complex was thought to represent the remains of a group of people who occupied sites in this region between 10,500 and 8,000 years before the present (YBP), and who were related to or contemporaneous with groups in the Great Basin. As of yet, no absolute dates have been forthcoming to support the age attributed to this cultural phenomenon. The artifacts recovered from San Dieguito sites duplicate the typology attributed to the Western Pluvial Lakes Tradition (Moratto 1984; Davis et al. 1969). These artifacts generally include scrapers, choppers, large bifaces, and large projectile points, with few milling tools. Tools recovered from sites of the San Dieguito Complex, along with the general pattern of their site locations, led early researchers to believe that the San Dieguito were a wandering, hunting, and gathering society (Moriarty 1969; Rogers 1966).

The San Dieguito Complex is the least understood of the cultures that have inhabited the San Diego County region. This is due to an overall lack of stratigraphic information and/or datable materials recovered from sites identified as San Dieguito. Currently, controversy exists among researchers that centers upon the relationship of the San Dieguito and the subsequent cultural manifestation in the area, the La Jolla Complex. Firm evidence has not yet been discovered to indicate whether the San Dieguito "evolved" into the La Jolla Complex, or if the La Jolla Complex moved into the area and assimilated the San Dieguito people, or if the San Dieguito retreated from the area due to environmental or cultural pressures. Another view is that the San Dieguito merged with the Paleo-coastal tradition to produce the

Archaic La Jolla Complex. No sites attributed to the San Diego complex have been identified in Barrio Logan.

Archaic Period (6000 BC-AD 0)

Based on evidence suggesting climatic shifts and archaeologically observable changes in subsistence strategies, a new cultural pattern is believed to have spread into the San Diego region around 6000 BC. This Archaic Period is believed by archaeologists to have evolved from or replaced the San Dieguito culture resulting in a pattern referred to as the Encinitas Tradition. In San Diego, the Encinitas Tradition is believed to be represented by the coastal La Jolla Complex and its inland manifestation, the Pauma Complex. The La Jolla Complex is best recognized for its pattern of shell middens and grinding tools closely associated with marine resources, and flexed burials (Shumway et al. 1961; Smith and Moriarty 1985; Welty 1913). Increasing numbers of inland sites have been identified as dating to the Archaic Period and focused on terrestrial subsistence (Cárdenas 1986; Smith 1996; Raven-Jennings and Smith 1999; Raven-Jennings, and Smith et al. 1999).

The tool typology of the La Jolla Complex displays a wide range of sophistication in the lithic manufacturing techniques used to create the tools found at their sites. Scrapers, the dominant flaked tool type, were created either by splitting cobbles or by finely flaking quarried material. Evidence suggests that after about 8,200 YBP, milling tools begin to appear in La Jolla sites. Inland sites of the Encinitas Tradition (Pauma Complex) exhibit a reduced quantity of marine-related food refuse and contain large quantities of milling tools and food bone. The lithic tool assemblage shifts slightly to encompass the procurement and processing of terrestrial resources, suggesting seasonal migration from the coast to the inland valleys (Smith 1986). At the present time, the transition from the Archaic Period to the Late Prehistoric Period is not well understood. Many questions remain concerning cultural transformation between periods, possibilities of ethnic replacement, and/or a possible hiatus from the western portion of the county. At the present time, insufficient research has been conducted on the recorded prehistoric sites within Barrio Logan to confirm whether or not multi-component Archaic and Late Prehistoric occupation sites may exist in the project. Future studies incorporating radiocarbon dating would provide the necessary information to establish the prehistoric chronology for sites in the project area.

Late Prehistoric Period (AD 0-1769)

The transition into the Late Prehistoric Period in the project area is primarily represented by a marked change in archaeological patterning known as the Yuman Tradition. This tradition is primarily represented by the Cuyamaca Complex that is believed to have derived from the mountains of southern San Diego County or the lower Colorado River basin. The people of the Cuyamaca Complex are considered ancestral to the ethnohistoric Kumeyaay (Diegueño). Although several archaeologists consider the local Native American tribes to be relatively latecomers, the traditional stories and histories passed down through oral tradition by the local Native American groups both presently and ethnographically speak to their presence here since the creation of all things.

The Kumeyaay Indians were a seasonal hunting and gathering people, with cultural elements that were very distinct from the La Jolla Complex. The noted variations in Kumeyaay material culture include cremations, the use of bows and arrows, and adaptation to the use of the acorn as a main food staple (Moratto 1984). Along the coast, the Kumeyaay made use of marine resources by fishing and collecting shellfish for food. Plant food resources (including acorns) that were seasonally available and game were

sources of nourishment for the Kumeyaay. By far the most important food resource for these people was the acorn. The acorn represented a storable surplus, which in turn allowed for seasonal sedentism and its attendant expansion of social phenomena.

Firm evidence has not been recovered to indicate whether the La Jolla Complex was present when the Kumeyaay Indians migrated into the coastal zone. However, stratigraphic information recovered from Site SDI-4609 in Sorrento Valley may suggest a hiatus of 650 ± 100 years between the occupation of the coastal area by the La Jolla Complex (1,730 ± 75 YBP is the youngest date for the La Jolla Complex at SDI-4609) and Late Prehistoric cultures (Smith and Moriarty 1983). More recently a reevaluation of two prone burials at the Spindrift site excavated by Moriarty (1965) and radiocarbon dates of a pre-ceramic phase of Yuman occupation near the San Diego suburb of Santee suggests a commingling of the latest La Jolla survivors and the earliest Yuman arrivals about 2,000 years ago (Kyle and Gallegos 1993). As noted previously, the potential of the sites with multi-component elements, in this case during the transitional period between the Archaic and Late Prehistoric periods, is unknown because insufficient use of radiocarbon dating has not identified any sites that were occupied during the transitional period.

Ethnohistoric Period

On his arrival in 1769, Father Francisco Palou observed an active Kumeyaay Indian settlement on the bayside, known as Ranchería de Choyas, at the mouth of Chollas Creek that had existed for hundreds, perhaps thousands of years (Palou 1926, Figure 2). The first formal marine chart of San Diego Bay, produced by Juan Patoja in 1782, identified the Ranchería de Chollas, which coincides with the "Indian Point" place name on current topographic quadrangles. During this time of the first European colonization and for a period of time thereafter, Native American people used resources of the bay and adjacent wetland areas (Gallegos and Kyle 1988). According to Mission records, the ranchería existed as a permanent settlement until as late as the mid-1820s and is shown on a map of the area in 1825 (Palou 1926, Figure 2). In the early 20th century, H. O. Welty, employed by Robert F. Heizer to explore the coastal zone of San Diego for the presence of archaeological sites, identified a shell midden that was associated with the Native American use of the area he designated location number 55 (Site SDI-55; Welty 1913).

The marshy tideland on the bay was left to the Native Americans who used the area intermittently as late as the 1880s or 1890s (Tabler 1978, **Plate 1**). Early urban development of the area precluded any accurate assessment of prehistoric human use of this part of San Diego, but recent studies around the bay present a glimpse of what the settlement pattern might have been (Carrico 1991; Smith 1993). The studies of the Naval facilities on Point Loma and in the back bay areas in Chula Vista have documented patterns of prehistoric occupation. The trend of subsistence patterns seems to indicate that more Late Prehistoric sites are present in the back bay areas near the confluence of the bay and the Sweetwater, Otay, and Tijuana Rivers (Smith 1993), while the Archaic sites seem more focused on the deep water areas of the bay adjacent to Point Loma (Carrico 1991). In sufficient information is currently available to discern how sites within Barrio Logan fit within the Archaic and /or Late Prehistoric subsistence patterns.

Plate 1. An Indian *ranchería* from 1879 located near present-day Logan Avenue and 22nd Street, on the northeast side of Interstate 5 (Bradley 2009).

4.2 Spanish Period (1769-1821)

Spanish colonization of San Diego began in 1769, when a Spanish expedition of soldiers and missionaries established a presidio (fort) and the Mission San Diego de Alcalá in the area near present-day Old Town. The first chapel and shelters were built of wooden stakes and brush, with roofs of tule reeds. The mission was moved to its present location six miles up the San Diego River valley (modern Mission Valley) in August 1774. The first chapel at that location was built of willow poles, logs, and tule. After it was burnt down in the Kumeyaay uprising of November 5, 1775, the first adobe chapel was completed in October 1776 and construction on the present church began in 1777 (City of San Diego 2008b).

Life for the new settlers at the San Diego Presidio was isolated and difficult. The arid desert climate and bad feelings between the Native American population and the soldiers made life hard for the Spanish settlers. The settlers raised cattle and sheep, gathered fish and seafood and did some subsistence farming in the San Diego River Valley to generate enough food to sustain the fledgling community of a few hundred Spaniards and hundreds of Native American neophytes (City of San Diego 2008b).

The focus of the Spanish foothold in San Diego throughout the period of Spanish occupation was the presidio and the mission north of the plan area along the San Diego River in current day Mission Valley. The bayside to the south, where downtown San Diego and Barrio Logan are located, was characterized by shallow mud flats that were if little importance to the European colonizers. No extant historical resources from this period are expected to be located within Barrio Logan.

4.3 Mexican Period (1822-1846)

In 1822, Mexico declared its independence from Spanish rule, and San Diego became part of the Mexican Republic. The Mexican government opened California to foreign ships, and a healthy trade soon developed of the region's fine California cattle hides in exchange for the manufactured goods of Europe and the eastern United States **(Figure 2)**. As the hide trade grew, so did the need for more grazing lands. The Mexican government began issuing private land grants in the early 1820s, creating the rancho system

of large agricultural estates. Much of the land came from the Spanish missions, which the Mexican government secularized in 1833 (City of San Diego 2008b).

During the Mexican Period, the presidio declined as the civilian pueblo rose in importance. Sometime after 1800, soldiers from the San Diego presidio began to move themselves and their families from the presidio buildings to the tableland down the hill near the San Diego River. Historian William Smythe noted that Don Blas Aguilar, who was born in 1811, remembered at least 15 such grants below Presidio Hill by 1821 (Smythe 1908:99). Of these 15 grants, only five within the boundaries of what would become Old Town had houses in 1821. By 1827, as many as 30 homes existed around the central plaza and in 1835, Mexico granted San Diego official pueblo (town) status. At this time the town had a population of nearly 500 residents (Killea 1966:9-35). Adobe bricks were the primary building material during the Mexican Period because wood was scarce and dirt and labor were plentiful (City of San Diego 2008b). No extant historical resources from this period are expected to be discovered in Barrio Logan.

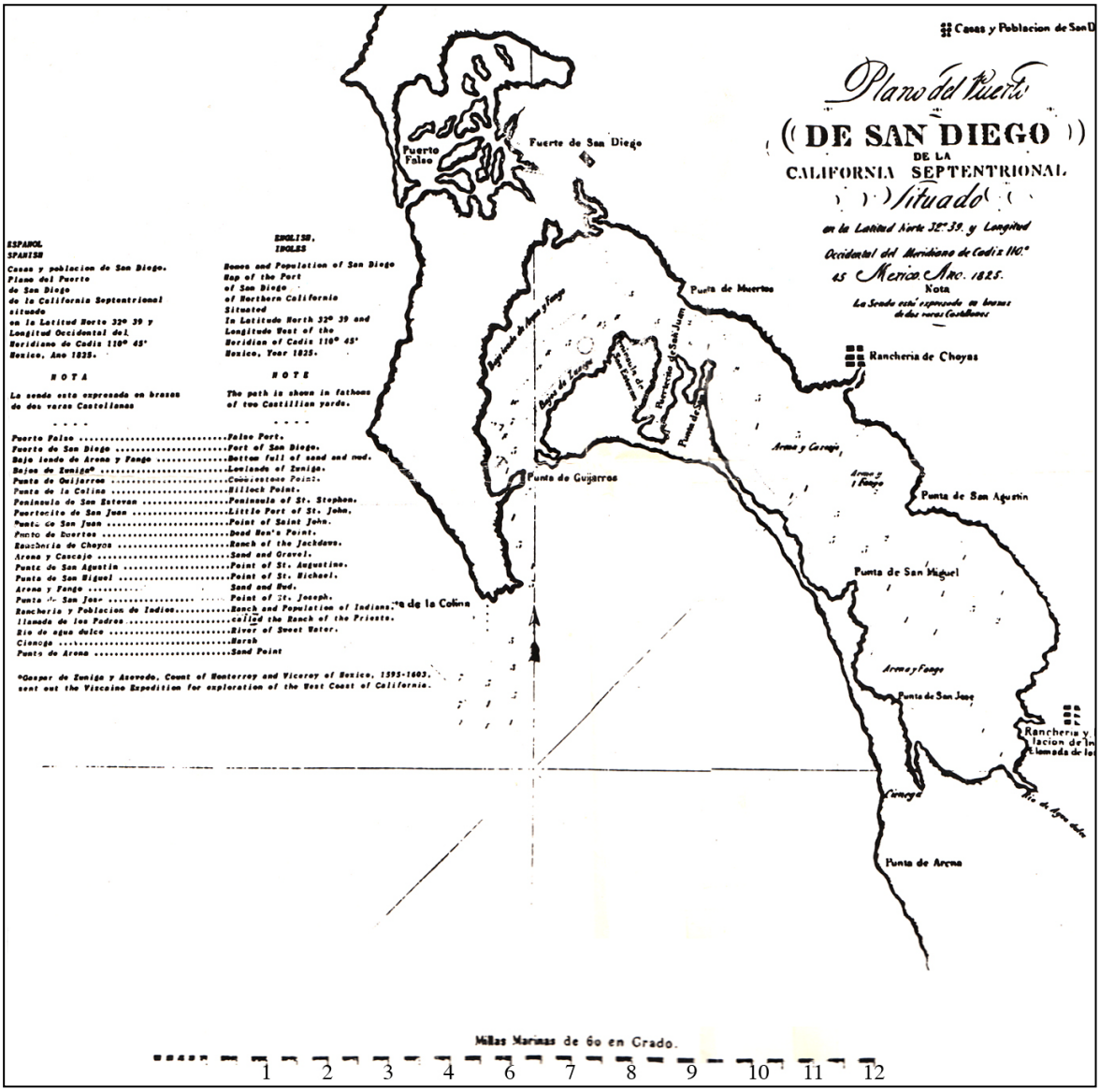

Figure 2. Map of the Port of San Diego, 1825.
This map was completed soon after San Diego became part of the Mexican Republic and the region commenced a booming trade in cattle hides, the main product of San Diego's economy during the Mexican Period. Note the location of the Native American village Rancheria de Choyas, which was situated at the head of the Chollas Creek.

4.4 American Period (1846 - Present)

At the conclusion of the Mexican-American War of 1846, California (actually *Alta California*) was ceded to the United States by the Treaty of Guadalupe Hidalgo in 1848. The transfer of control of California from Mexico to the Unites States would represent an obviously significant turning point in the development of San Diego. Prosperity, however, would be elusive for the city for many years, as American interests after 1850 were focused more on the gold fields in the Sierra Nevada and better opportunities for enterprise in San Francisco and Los Angeles. As a measure of the environment for growth or improvement of conditions, or lack there of, following the Mexican-American War, the state of the city's condition is reflected in census data for that period. In 1846, a census was taken that recorded 248 Whites, 483 Converted Indians, 1,550 "Wild" Indians, 3 Negroes, and 3 Sandwich Islanders (Harris 1974:2). By the 1860 census San Diego's population was reduced to 731 individuals and by 1865, at the end of the Civil War, only about 200 people remained in San Diego (Harris 1974:2).

With the advent of American control, interest grew in the use of the bay and the need for a commercial wharf. In 1850, William Heath Davis purchased the land situated near the original Spanish landing point in the bay known as "*La Punta de los Muertos*." Davis began the construction of a deep water wharf and imported prefabricated houses for some lots to spur land sales for New Town San Diego. Unfortunately Davis' enterprise failed, due in part to economic difficulties of the early 1850s (Rolle 1968). By 1856, only eight structures remained standing in New Town. During the winter of 1861-62, the United States Army contingent in San Diego actually dismantled parts of Davis' Wharf and some abandoned structures for firewood during the unusually cold and damp winter that year.

The development of New Town was stymied until 1867, when Alonzo Horton acquired 800 acres of present-day downtown. Horton laid out streets, subdivided lots, and offered land for sale in the area he termed "New Town San Diego" (MacMullen 1969). Horton's money and enthusiasm was bolstered by an upswing in the economy of California, and by 1870, 2,300 people lived in New Town San Diego. Even before the Boom of the 1880s, New Town already supported 800 buildings, a flourmill, warehouses, six hotels, two breweries, a shoe factory, a bank, and two newspapers (Harris 1974:3). Before the end of the 1880s, three major wharves were in operation, including Culverwell Wharf, Babcock and Story Wharf, and the Spreckels Wharf (MacMullen 1969). The success of New Town lead to an overall increase in population and spurred the pursuit of a railroad terminus (Tabler 1978).

4.4.1 Residential and Commercial Development in the Era of Railroads and Streetcars (1870s-1920s)

As the development of New Town gained momentum, signs of prosperity were on the horizon throughout the City. City leaders anticipated that in addition to a major wharf, rail transportation would be necessary for the City to continue to grow. Land to the south, known then as the East End (**Figure 3)** and encompassing the area of present-day Barrio Logan and Logan Heights, was seen as the ideal location for a west coast transcontinental railroad terminus. The city leaders set aside large portion of the East End for that purpose (Norris 1983, **Figure 4**). At the time, the East End was only a sparsely vegetated series of hills sloping gently to the marshy tidelands of the bay. The city first gave the land to the San Diego and Gila Railroad in the 1860s, but when the company failed, the city gave the land to the Texas and Pacific Railroad in 1872 (Norris 1983). That company also failed and the land reverted to the city in both cases (Norris 1983). The promise of dedicated railroad land and a deep water port failed to induce a railroad company to locate its terminus in San Diego. Instead, the first transcontinental railroad to reach southern California bypassed San Diego for Los Angeles in 1876 (Harris 1974).

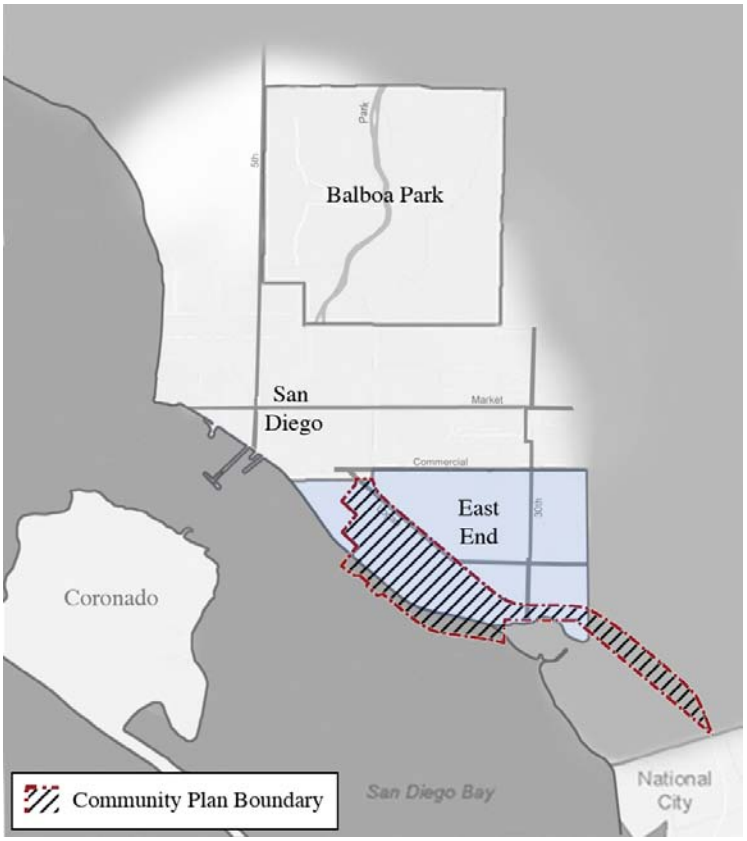

Figure 3. Approximate boundaries of the East End from the 1870s to circa 1905 (Norris 1983, Brandes 1983)

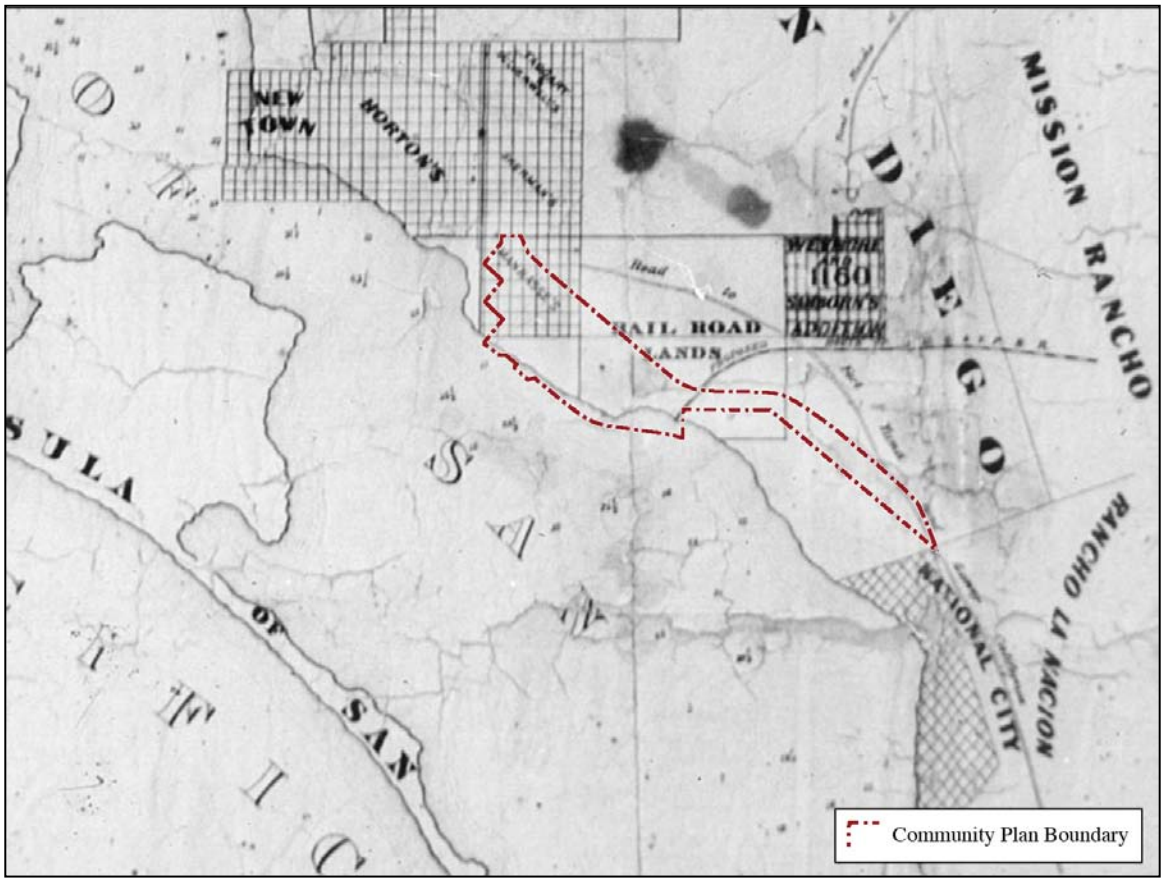

Figure 4. Map of Railroad Lands, ca. 1870. The "Rail Road Lands" marked to the southeast of Horton's New Town was the portion of land the City leaders set aside to induce a railroad company to build a west coast terminus in San Diego.

Though early efforts to attract a railroad failed, real estate speculation continued in San Diego. Joseph Manasse and Marcus Schiller filed the first subdivision in the plan area in 1870, directly south of Horton's Addition and north of the railroad land **(Figure 5)**. Manasse and Schiller organized the streets diagonally to those in Horton's Addition, so as to take advantage of the view of the bay (Tabler 1978, **Appendix B**). Three years later, Dr. C. Hoel recorded a subdivision (Hoel's Subdivision) just north of National City (on the eastern end of the plan area), opening up another portion of the area for development **(Appendix B).** These subdivisions were the foundation for the development of Logan Heights and Barrio Logan.

The 1880s were a period of substantial growth, construction booms, and real estate speculation in San Diego. During this period, city crews paved streets, gas and electricity were introduced, street car tracks were laid down and water mains were constructed. The boom times spread into the plan area as well, with the construction of the California Southern Railroad between San Diego and National City (Brandes 1983). Although San Diego still did not have a direct link to an east coast line, Frank Kimball of National City negotiated with the Santa Fe Railroad in 1880 to bring a line into San Diego by way of San Bernardino (Harris 1974).

In the boom years between 1886 and 1888, most of the land within the plan area was organized into subdivisions, as outlined below. The configuration of the subdivisions as these relate to plan area is illustrated in **Figure 5**.

- In 1886, the San Diego Land and Town Company, a subsidiary of the Santa Fe Railroad, purchased vacant railroad land in the plan area and subdivided it. The streets within the San Diego Land and Town Company subdivision were laid diagonally to meet those in the Manasse and Schiller subdivision to the west.
- Also in 1886, D.C. Reed and O.S. Hubbell subdivided the land south of the Land and Town Company's Addition in a north/south-east/west configuration, creating the street connections now present in the neighborhood.
- H. P. Whitney's Addition was subdivided in 1886.
- San Diego Land and Town Company subdivided "South Chollas" in 1887.
- James H. Guion subdivided a portion of Barrio Logan in 1887.
- The final subdivision in Barrio Logan was made by E.E. Bergins in 1888.

The main thoroughfare through the San Diego Land and Town Company 1886 addition, Logan Avenue, was named after U.S. Congressman at Large John A. Logan. He never lived in San Diego (he was from Illinois) yet early in the development of the East End, Logan successfully arranged passage of a railroad bill (Texas and Pacific bill in 1871) to provide Federal government land grants and subsidies to the Texas and Pacific Railway for the establishment of a west coast terminus in San Diego. The railway company failed, however, and the terminus was never constructed using the funds Logan had secured. When the San Diego Land and Town Company laid out their subdivision in 1886, they honored Logan's failed attempts by naming the main road in his honor (Brandes 1983, Norris 1983, Crane 1972).

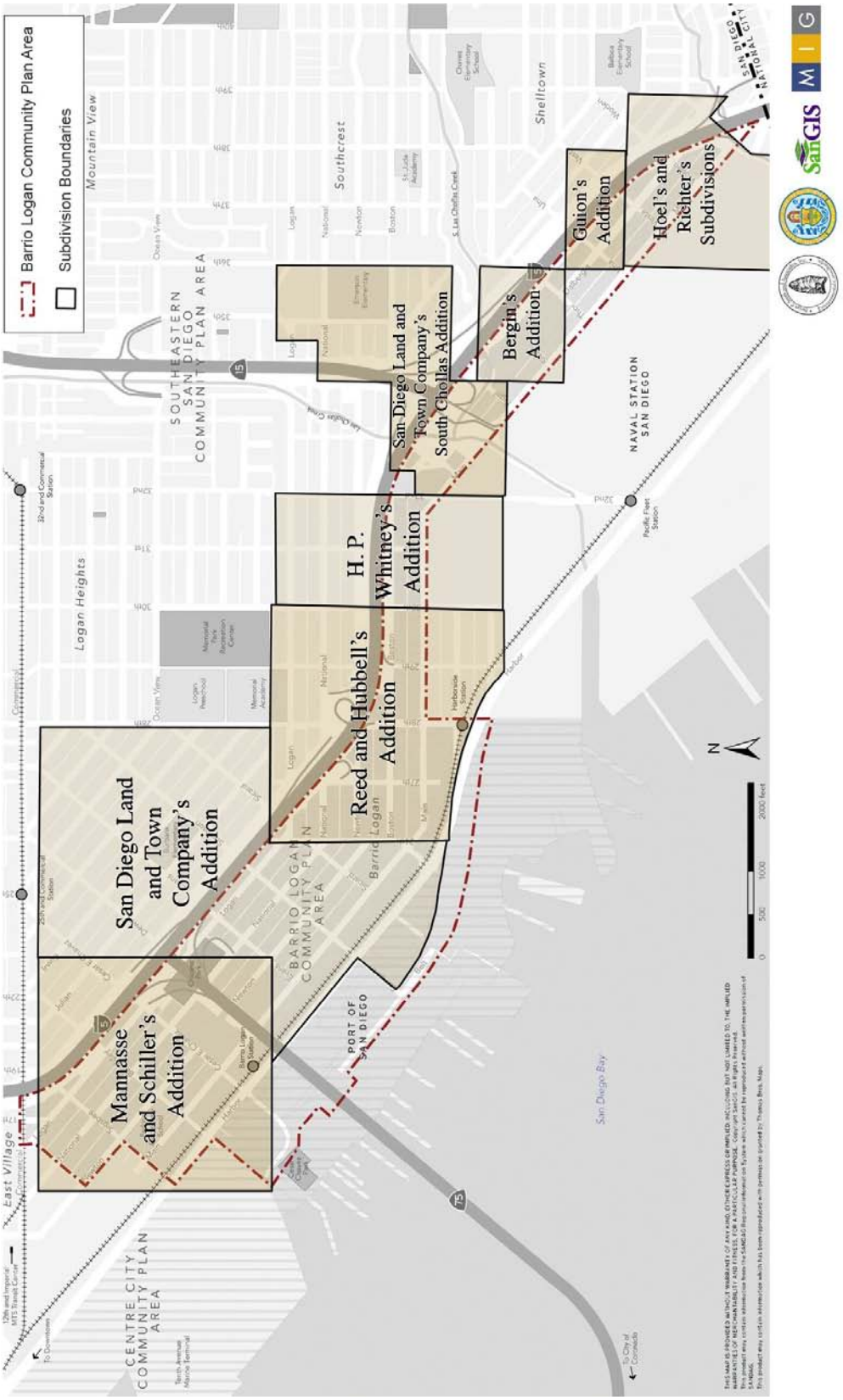

Figure 5. Historical subdivision boundaries within the Barrio Logan Community Plan Area

While investors and speculators moved forward with the creation of subdivisions during the boom years of the 1880s, the actual progression of settlement in the plan area proceeded slowly. By the end of 1887, only twelve houses and a school were under construction in the entire East End (Norris 1983). Almost all settlement occurred in the Mannasse and Schiller subdivision due to its proximity to downtown. A single church was built in the Land and Town subdivision in 1888, which was paid for by the subdivider (perhaps to encourage nearby settlement) (Norris 1983). In addition to the formal settlements, a "squatter town" of shacks and stilt houses occupied the tidelands along the water's edge in the 1880s (Norris 1983).

Improvements in the local transportation system encouraged development in the plan area. Transportation allowed residents to live comfortably in the East End but still have easy and inexpensive access to the commercial center of downtown. In 1887, the National City and Otay Railway began local steam service along 28th Street (later rerouted to Newton Avenue) (Norris 1983). In 1891, a horse- and mule-drawn rail car line was extended into the plan area along National Avenue that provided service from downtown to 16th Street (16th and Logan) then east on National Avenue to 31st Street (Norris 1983; Tabler 1978). The line was replaced in 1892 by San Diego Electric Railway Company cars **(Plate 2)**.

Plate 2. San Diego Electric Railway Car, ca. 1898, Logan and National Avenue route.
Courtesy of SDHS (#92:18836)

The boom of the 1880s crashed almost as quickly as it has started. Speculators who had gambled on the arrival of the west coast railroad terminus and the major commerce that would accompany it were foiled by the Santa Fe Railroad's choice to place its terminus in San Bernardino instead of San Diego (Norris 1983). The population of the city tumbled from 40,000 in 1887 to 16,000 by 1890. Despite the collapse of the real estate boom in 1888, the East End continued to grow, albeit slowly, because of its proximity to downtown, access to the bay, local railway line, and the railroad.

Residents of the East End included some of San Diego's most prominent families, but many middle and lower-income families also settled in this neighborhood (Norris 1983). The ethnic composition at the turn

of the century was mostly European American and European immigrants, though Mexican Americans and immigrants, African Americans, and Asian immigrants were scattered throughout the area (Norris 1983).

By 1905, the East End was known as Logan Heights, after the main thoroughfare through the area, Logan Avenue **(Figure 6)**. It is unclear if this signified an official city name change (Brandes 1983, Norris 1983, Crane 1972).

Figure 6. Approximate boundaries of Logan Heights from circa 1905 to 1963 (Norris 1983, Brandes 1983)

At the start of the 20th century, Logan Heights was primarily residential and the configuration of streets was complete **(Figure 7)**. Improvements to Logan Heights at this time included buried water lines and fire hydrants. Fire Insurance Maps published in 1906 illustrate residential development within the plan area, including 248 residences, six flats (apartment buildings), nine stores, a Chinese laundry, three warehouses, and several buildings marked as "hay and grain storage." The area southwest of the Southern California Railroad tracks was tideland and the area around the mouth of Chollas Creek at the bay was an estuary, both locations were unsuitable for permanent structures. Due to lack of development, the future residential areas south of Main and east of 30th Street were not included in the 1906 Fire Insurance Maps.

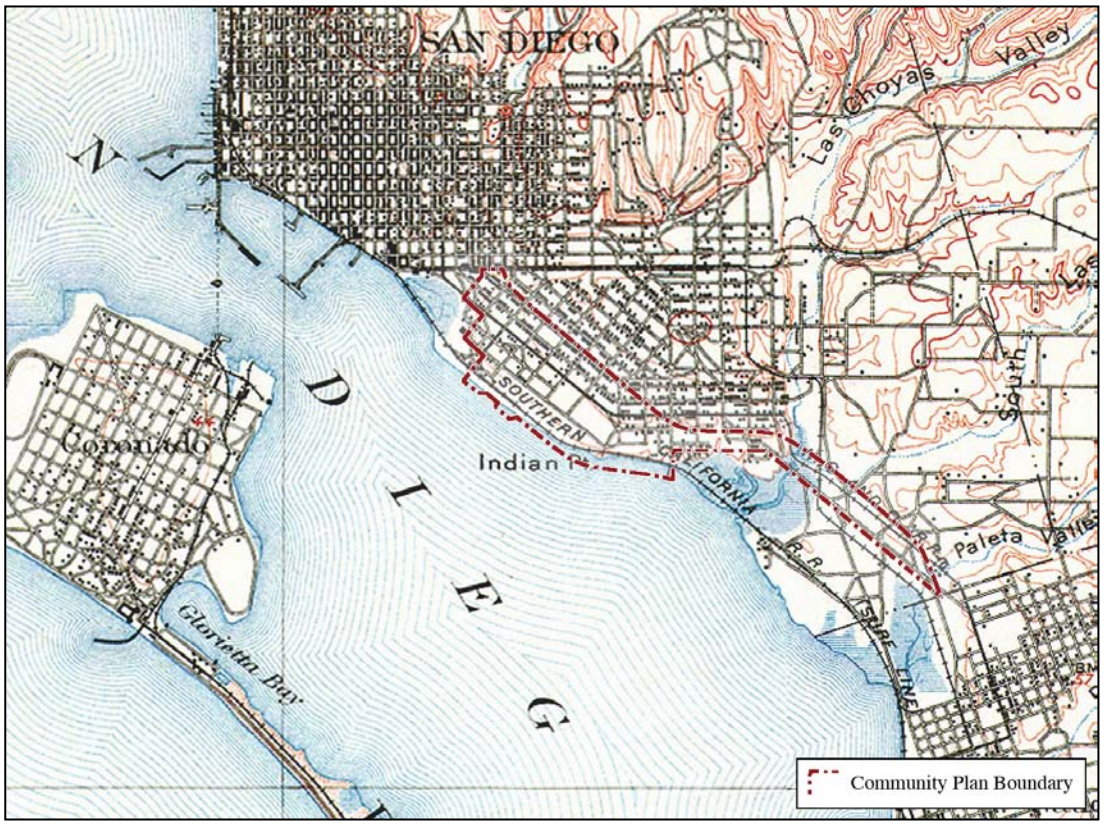

Figure 7. USGS San Diego Quadrangle, 1902. The small black squares define buildings present in 1902. Note the Southern California Railroad tracks running along the bay and the lack of development east of Chollas Creek.

Homes in the plan area at the turn of the century were nearly all single-family residences, one to a lot, most with outhouses and a stable. Logan Avenue between South 16th Street and 26th Street and National Avenue from South 16th Street to 27th Street contained the highest density. A smaller number of homes were present on Newton Avenue, Main Street, and Boston Avenue. Popular residential architectural styles during this period included National Folk, Folk Victorian, and Neoclassical. The prominent San Diego architectural firm of Hebbard and Gill, designed two Barrio Logan residences on Logan Avenue, both completed in 1897 **(Plate 3)**.

Plate 3. Residences designed by architects Hebbard and Gill in 1897. 2073-77 Logan Avenue (left) and 2085 Logan Avenue (right).

By 1906, an emerging commercial district appeared on Logan Avenue between Beardsley and Sampson Streets **(Figure 8)**. Logan Avenue contained six businesses including a drug store, a meat and produce shop, two offices, a grocery, hay, and grain store, and two warehouses. The San Diego Soda Works, the single industrial building shown on the 1906 map, was on the north side of Logan between Beardsley and Cesar Chavez. One street to the east, on National Avenue between Beardsley and Cesar Chavez, was a Chinese Laundry, and on Sigsbee and Newton, a hay and grain warehouse stood at the corner. Commercial buildings were built in a variety of architectural styles including False-Front Commercial, National Folk, and Folk Victorian. Some of the business structures were mixed-use, with residential units above the retail store fronts **(Plate 4)**.

Plate 4. Early 20th century examples of a multiple-family dwellings (1831-1833 National Avenue, built 1903) and a commercial storefront (2215 Logan Avenue, built 1907) in the plan area.

With the onset of residential construction and the germination of a business core area in the early 1900s, the community began to develop social venues as well. Logan Heights (Barrio Logan and Logan Heights) had a rural character at the turn of the century, yet there were many opportunities for social activities. Residents waded, swam, dug for clams, and sailed at the 28th Street Pier; hunted rabbits; and attended the traveling circuses in the lot neighboring the Benson Lumber Company (Norris 1983). The earliest intercity baseball park, Bay View Park (at the intersection of Beardsley Street and National Avenue), offered hours of amusement for children and adults alike from the early 1890s to the turn of the century (Norris 1983). The park also operated as a bicycle track. A new ballpark, Athletic Park, was built in 1900 at South 26th and Main Streets. City teams played there until 1912 (Norris 1983). The Armory Hall (National Avenue (between 29th and 30th Streets) was used for dances, charades, and concerts through the first decade of the 20th century (Norris 1983).

No schools, churches, or civic buildings were located within the plan area boundaries at the turn of the century, although these did exist within Logan Heights northeast of Logan Avenue. The Baptist Mission (north side of Newton Avenue between South 29th and 30th Streets), the Second Congregational Church (corner of Sampson and Kearney Avenues), the Central Methodist Episcopal Church (southwest corner of Sampson and Harrison Avenues), and an unnamed church (northeast side of Kearney Avenue between Evans and Sampson) all served the community. The Logan Heights Public School (also known as the East School) was located at Marcey and Sicard Streets.

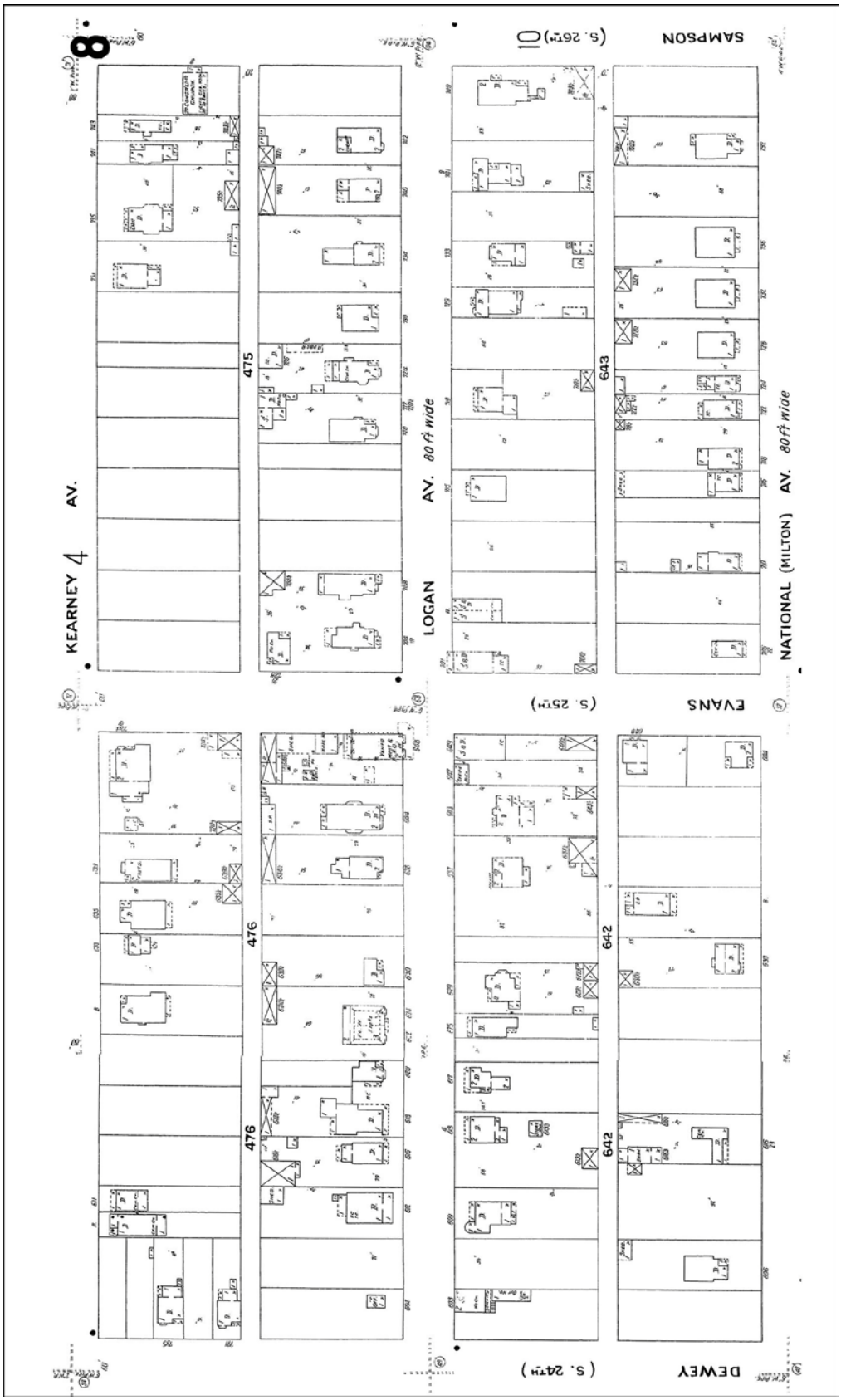

Figure 8. 1906 Sanborn Fire Insurance Map of the most concentrated portion of the commercial district on Logan Avenue between Dewey and Sampson. "S" indicates "store" and "D" identifies a "dwelling."

The city's decision in 1909 to host the 1915 Panama-California Exposition spurred growth throughout the city, including Logan Heights and the plan area. The 1921 Fire Insurance Maps illustrate that the plan area had changed during this period from a sparsely settled neighborhood, as it had been at the turn of the century, to a high density urban neighborhood. Development spanned from South 16th Street and Logan Avenue southwest to Main Avenue and southeast to 32nd Street. A booming industrial district was also established along the bayfront that is discussed in more detail in the following section. Residential development included single-family and multiple-family dwellings. Homes continued to be built in a variety of architectural styles including National Folk, Folk Victorian, and Neoclassical, though by 1921, the Craftsman Bungalow had become the dominant style. Many of the outhouses on the rear of properties had disappeared, and were replaced by auto garages, demonstrating expanding automobile ownership and the presence of sewer service.

During this period of the Exposition and World War I, a variety of multiple-family dwellings were built, including the first bungalow court in the plan area (2245-2249 Logan Avenue, **Figure 9)**, numerous duplexes, and worker's housing for the employees of the bayfront industries. Worker's housing took the shape of workman cottages (1026-1114 Beardsley, 1703-1729 Main Street, and 1007-1045 South Evans Street) and dormitory style lodging on the wharfs **(Figure 11)**. This evolution in the residential housing pattern in the plan area appears to reflect the increase in workers employed in industrial businesses along the bay.

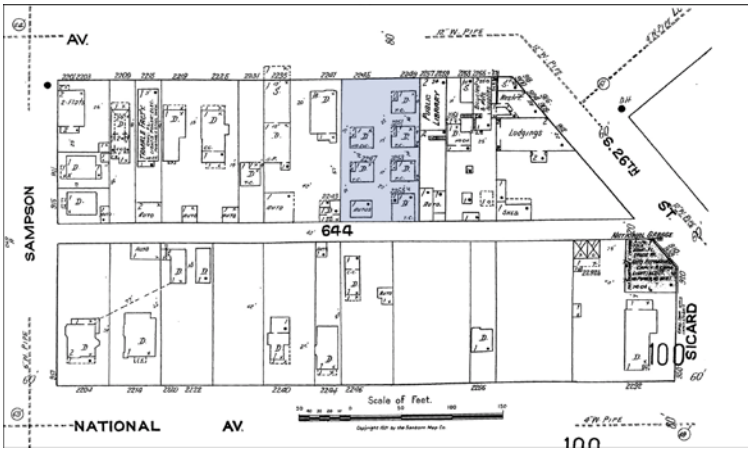

Figure 9. 1921 Sanborn Fire Insurance Map with bungalow court at 2245-2249 Logan Avenue (highlighted).

By 1921, the commercial district, then concentrated on Logan Avenue between Dewey and South 26th Streets, had diversified to meet the demands of the growing community **(Figure 10)**. Commercial businesses in 1921 included grocers, confectioners, drug stores, a baker, a tamale factory (2215 Logan Avenue), the Saratoga Chip Factory (1846 Logan Avenue), and hardware suppliers. The increasing popularity of the automobile is evident in the presence of various auto-related businesses including a full-service gas station (910-938 South 26th Street), two auto repair shops (1845 Logan Avenue and 1628 National Avenue), a bicycle and auto parts shop (2266 Logan Avenue), and an auto painting shop (834 South Evans Street). Some of the new commercial buildings were mixed use, with residential units above, but most were one-story retail storefronts in National Folk or Mission Revival architectural styles.

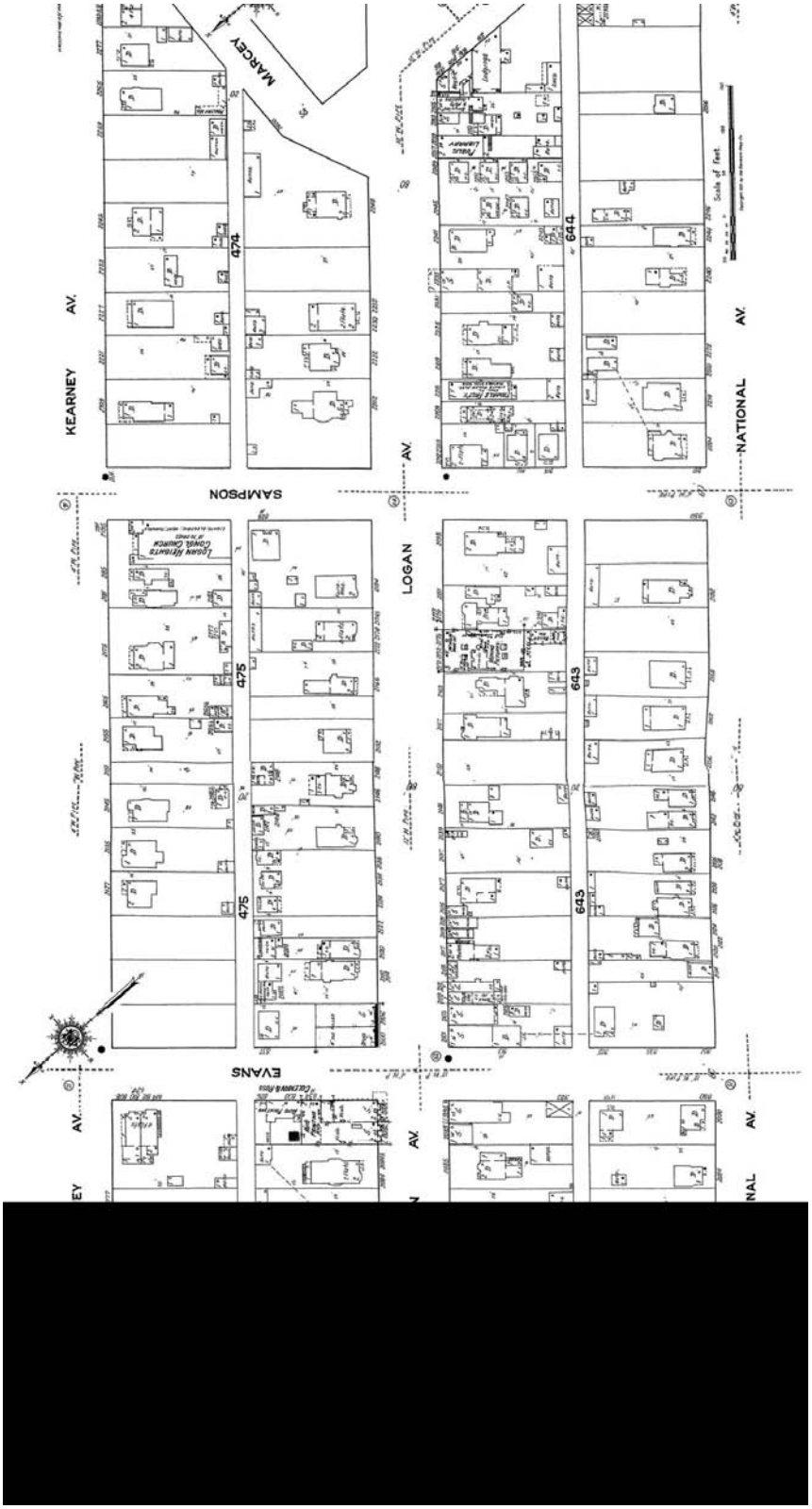

Figure 10. 1921 Sanborn Fire Insurance Map of the most concentrated portion of the commercial district from Logan Avenue between Dewey and South 26th Streets. "S" indicates "store" and "D" identifies a "dwelling."

Plate 5. An example of a mixed-use building, containing a store below and residential units above (940-950 S. 26th Street), built 1911.

By 1921, there were a number of new social services in the community including a public library (2257-2259 Logan Avenue), a second fire station (Fire Department Engine Company Number 7 at 1890 National Avenue), another school (the San Diego Free Industrial School at 1801-1809 National Avenue), and a home for the elderly (The Hebron Home for Aged People at 1819-1826 Newton Avenue). Residents also had eight nearby churches to attend, although none within the plan area. For entertainment, a picture house showed films at 2171-2175 Logan Avenue (within the plan area). Diners could enjoy a meal at the restaurant located at 904 South 26th Street (within the plan area).

A small number of industrial facilities were established by 1921 within the portion of the plan area to the east of the railroad tracks. They included the G. Navarro Olive Works (1756-1758 Newton Avenue), a concrete block factory (1900 Logan Avenue), a Coca-Cola Bottling Works (1772 Main Avenue), and the Munger Laundry Company (933 South 16th Street). These businesses were the precursor of industrial facilities that would move into the area in the first half of the 20th century.